

COUNTRY Germany Approved For Release 2006/08/08 : CIA-RDP82-00457R012600310003-9

25X1A

TOPIC Jueterbog-Altes Lager Airfield

EVALUATION [REDACTED] OBTAINED [REDACTED] 25X1C

DATE OF CONT [REDACTED]

DATE OBTAINED [REDACTED] 25X1 DATE PREPARED 29 May 1952

REFERENCES [REDACTED] 25X1A

PAGES 1 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Between 10 and 20 April 1952, flying was practiced daily by various types of aircraft at Jueterbog-Altes Lager airfield. Twin-jet aircraft with auxiliary fuel tanks were parked there. Between 21 and 28 April, individual flights were observed.

2. A new 6-wire telephone lead extended from the field along the railroad line toward Treuenbrietzen. Beyond Treuenbrietzen toward the northwest, poles were being erected. [REDACTED] the line was to lead to Brueck airfield. Trucks [REDACTED] were used for laying the telephone line. (1)

3. Motor vehicles which moved to the field included trucks [REDACTED]

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4. On 15 April, the ground attack unit which had about 48 ground attack aircraft left the field. About four planes remained behind. (2) Between 8 a.m. and noon on 19 April, there was flying by twin jet aircraft. The following take-offs and landings were observed:

Take-Offs

8:20 a.m.
8:30 a.m.
8:40 a.m.
9:00 a.m.
9:00 a.m.
9:05 a.m.
9:20 a.m.
10:10 a.m.
10:40 a.m.
10:55 a.m.

Landing

8:30 a.m.
8:55 a.m.
8:50 a.m.
9:10 a.m.
10:00 a.m.
10:05 a.m.
10:00 a.m.
10:30 a.m.
10:50 a.m.
11:55 a.m.

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The aircraft flew without auxiliary fuel tanks. The twin-jet aircraft were towed by trucks to the west end of the runway. On 21 April, there was no flying. On 22 April, twin-jet planes [REDACTED] were observed flying for about one hour.

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5. At 11:45 a.m. on 23 April, an alert siren sounded. The alert lasted throughout the day. The aircraft were towed out of the hangars and parked in the open at large intervals. The EM put their gas masks on. All German workers had to leave the field for the whole day. (3) Two twin-jet aircraft without auxiliary fuel tanks [redacted] were observed taking off at 9:45 a.m. and landing at 10:45 a.m.

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6. On 24 April, aircraft observed parked at the field included 23 twin-jet aircraft of type 27 and 1 twin-jet of type-30 on the landing field; 1 swept-back jet fighter [redacted] and 3 high-wing monoplanes with the [redacted] in hangar 10; 3 biplanes and 3 high-wing monoplanes in front of hangar No 10; 6 swept-back jet fighters [redacted] in hangars 9 and 10; 1 type-29 swept-back jet fighter [redacted] it in hangar 9; 2 ground attack aircraft, 1 biplane and 1 high-wing monoplane in hangar 7. (4) The following take-offs and landings by swept-back jet fighters were observed between 9 a.m. and 2:20 p.m.

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Take-OffsLandings

9:00 a.m.

9:30 a.m.

10:20 a.m.

12:15 p.m.

2:10 p.m.

9:40 a.m.

10:05 a.m.

1:00 p.m.

2:20 p.m.

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On 25 April, the following take-offs and landings were observed:

Take-OffsLandings

8:00 a.m.

11:05 a.m.

11:30 a.m.

11:50 a.m.

11 a.m.

9:30 a.m.

10:20 a.m.

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The type-27 aircraft had auxiliary fuel tanks. [redacted] all type-27s had a hatch in the bottom of the rear gunner's station through which the tail gunner entered. (6)

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7. The jet power plants of the type-27 aircraft are started by means of a three-wheel carriage, 1 meter long and wide and about 70 cm high. Usually the right power plant was started, seldom the left one, and both power plants were never started at the same time. A hand wheel and a hose were on the front third of the starting carriage. The hose was put into an aperture located at the front third of the power plant. The aperture had five small holes similar to a plug and could be covered by a lid. Shortly after the hose was inserted, the turbine was started without the development of any smoke. (7)

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8. [] a sketch of the buildings at the field. (4) []

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9. Aircraft observed at the field between 9:30 a.m. and 12:30 p.m. on 11 April, included: 21 twin-jet planes of which 8 were parked on the northern edge of the field and 13 near the flight control station along the runway; 2 twin-engine planes with nose wheels in front of hangar 5; 3 single-engine planes, 2 biplanes, 1 high-wing monoplane and 4 to 6 twin-engine aircraft west of hangars 3 and 4, partially hidden behind trees. The following take-offs and landings were observed being made by twin-jet planes:

Take-OffsLandings

9:20 a.m.

9:35 a.m.

9:40 a.m.

9:50 a.m.

9:55 a.m.

10:01 a.m.

10:35 a.m.

10:43 a.m.

10:51 a.m.

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10. Aircraft observed at the field on 25 April included 8 twin-jet planes on the east end of the field, 13 twin-jet planes on the northern edge, 5 swept-back jet fighters in front of the flight control station near the runway; 13 single-engine planes, 3 high-wing monoplanes and 2 biplanes in front of hangar 3; and 2 single-engine aircraft between hangars 4 and 5. The following air activity was observed between 9:15 a.m. and 12:30 p.m.:

Take-OffsLandings

9:15 a.m.

9:40 a.m.

10:25 a.m.

10:35 a.m.

10:40 a.m.

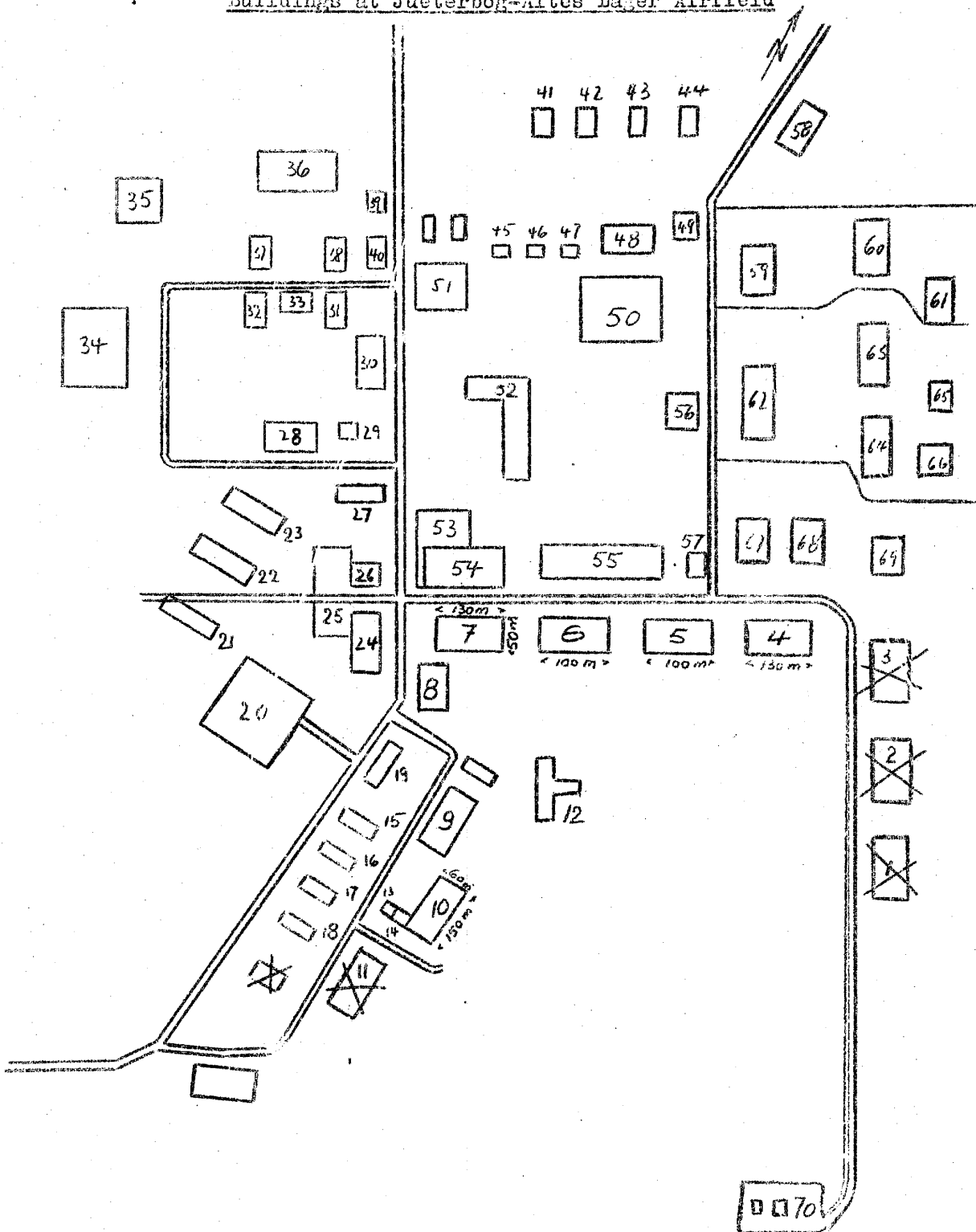
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- 25X1 11. [] the tank truck stood at the right side of the twin-jet planes and that the hose led into the second cabin of the plane. (6)
12. Two radio installations about 150 meters apart were about 1 km west of the road. Each installation had one mast which was braced four times. About 50 meters west of these radio installations there was a radio installation with four masts and a small cabin in the center. A line crossed this radio installation toward Danna and terminated near another radio installation with one mast. From the top of this mast a wire extended to a bunker about 50 meters away. About 30 meters west of the radio installation with one mast, just next to the road to Danna there was a frame about 30 cm high with two cross bars each of which had four vertical rods. A line extended from one of the two cross bars to the bunker. (8) The number of guards at the field was considerably increased.
- 25X1X 13. Between 10:30 and 10:40 a.m. on 22 April, 21 twin-jet planes, [] 5 IL-10s and 4 high-wing monoplanes were observed. There was flying activity during the time of observation. 25X1
- 25X1 14. Aircraft observed at the field on 5 May included 6 twin-jet type-27s and 1 type-30 on the northern edge, 12 type-27s on the northwestern edge, in addition to 2 twin-engine planes and 2 aircraft of an unidentified type.
- 25X1A [] Comments.
- 25X1C (1) The existence of an airfield near Brueck is not known. [] the telephone line is probably not assigned to an air force unit. 25X1C
- 25X1A (2) The ground attack regiment was transferred from Jueterbog-Altes Lager to Reinsdorf. []
- (3) Similar practice alerts were observed at other airfields in the Soviet Zone of Germany. It is still unclear whether these practices indicate an increased readiness for action by the units of the Twenty-Fourth Air Army.
- (4) For locations of hangars and other buildings at the airfield, see Annex. This is the first detailed information on the aircraft at the field [] 25X1
- 25X1 [] The reported number of jet bombers agrees with the previously reported aircraft numbers of this type. The information indicates that the air reconnaissance regiment is equipped with 22 or 23 type-27s and 1 or 2 type-30s. The large number of jet fighters is reported for the first time from Jueterbog-Altes Lager airfield. [] 25X1
- 25X1 [] the aircraft are MiG-15s of various fighter regiments of the Twenty-Fourth Air Army. It appears that there is a special repair hangar in Jueterbog in which special equipment is possibly installed on MiG-15s.
- 25X1C (5) [] the IL-10s are aircraft of the ground attack regiments in Stendal and Dessau. It is not clear whether these aircraft made only intermediate landings or, whether a special repair hangar for ground attack aircraft is located in Jueterbog.
- (6) The observations in paragraph 6 in connection with the unconfirmed statements of paragraph 11 lead to the conclusion that the reconnaissance version of jet bombers has an auxiliary fuel tank in the fuselage which prevents the rear gunner from entering the tail-gun position from the cockpit.
- (7) According to previous reports, no auxiliary equipment was observed being used when starting the jet bomber. [] 25X1A
- 25X1A [] . The starting operation and the noises heard indicate that a storage battery fitted in the plane was being used. The present report describes the starting procedure by means of an electric starting generator and confirms the previous assumption that the power plants of the type-27 plane are started electrically.
- (8) The latter set is probably a radar set of a type which has not been identified.

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Buildings at Jueterbog-Altes Lager Airfield



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For legend see next page.

Legend:

- 1 to 3 Destroyed hangars.
- 4 Hangar, at present empty because of painting.
- 5 and 6 Hangars occupied by jet fighter crates.
- 7 Repair hangar.
- 8 and 9 Empty hangars.
- 10 Hangar occupied by 1 MiG-15 and 3 Yak-14s.
- 11 Site of a dismantled hangar.
- 12 Flight control building.
- 13 Photograph laboratory.
- 14 Aircraft ammunition depot.
- 15 to 19 Quarters.
- 20 Fuel dump for jet aircraft and garage.
- 21 and 22 Target ranges for aircraft weapons.
- 23 Target range for carbines.
- 24 Low wooden building occupied by flight control.
- 25 Garages.
- 26 Garages for fire trucks.
- 27 Fire department.
- 28 Workshop.
- 29 Guardhouse.
- 30 Officers club.
- 31 and 32 Quarters.
- 33 Kitchen.
- 34 Garages for trucks.
- 35 "Little school"
- 36 "Large school"
- 37 and 38 Quarters.
- 39 Guardhouse.
- 40 Dwelling of commandant.

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- 41 to 47 Quarters.
- 48 Headquarters building.
- 49 Guardhouse.
- 50 Warehouse of Unit Katzilov.
- 51 Building with commandant's office.
- 52 Hospital.
- 53 Warehouse.
- 54 Garages.
- 55 Barracks building.
- 56 Building occupied by women.
- 57 Kitchen.
- 58 House occupied by officers.
- 59 Building occupied by commandant of Unit Tsodvel.
- 60 Warehouse.
- 61 Building, use not known.
- 62 Club house for soldiers.
- 63 and 64 Warehouses for rations.
- 65 Garage.
- 66 Building, use not known.
- 67 and 68 Warehouses storing rations.
- 69 Test stand.
- 70 Gasoline dump.

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